

Highway Program. In addition to administering the FLHP, the FLH field divisions provide planning, research, engineering, and construction supervision services to the FLMAs. They also are responsible for promoting the development of new technology and providing training to engineers throughout FHWA.

## **FTA Field Structure**

FTA's field office responsibilities for transit-related projects parallel those of the FHWA. However, the field structure is quite different. The agency organization is headquartered in Washington, D.C. with 10 regional offices and four metropolitan offices. Each regional office provides both technical and administrative support to states, metropolitan areas, and transit operators.<sup>3</sup>

The FHWA and FTA field structures are presented to provide the FLMAs with a view of the extensive support network that the U.S. DOT has to assist them in the implementation of ATS at their sites.

## **TEA-21**

The Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21) amends Titles 23 and 49 of the United States code. Titles 23 and 49 are the legislative authority for FHWA and FTA, respectively, and include the U.S. DOT surface transportation programs that provide funding for Federal, State, and local transportation systems. Funding levels for the Titles 23 and 49 surface transportation programs are provided in TEA-21 for FY 1998 through 2003. TEA-21 also revised the eligible activities to be funded in some of the surface transportation programs. Details of FHWA and FTA programs are provided later in this report.

## **Organization of Report**

The remainder of this report is divided into three sections. Section 2.0 provides a very broad overview of the statewide and metropolitan transportation planning processes and describes the U.S. DOT funding programs. Section 3.0 looks at additional sources of funding that have been used in recent years to fund transportation projects and discusses their applicability to finance transit solutions. The final section (Section 4.0) provides implications and conclusions drawn from the information presented in Sections 2.0 and 3.0.

## **■ 2.0 U.S. DOT Funding Programs for Transportation Projects on Federal Lands**

This section provides a broad overview of statewide and metropolitan transportation planning processes including statewide and metropolitan transportation plans and trans-

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<sup>3</sup>FTA regional office information can be found at <http://www.fta.dot.gov/office/regional/>.

portation improvement programs. The section also outlines the U.S. DOT funding programs in detail.

## **Transportation Planning Process**

Federal regulations require metropolitan planning organizations (MPO) and states to develop long-range transportation plans in order to be eligible for Federal transportation funds. These long-range plans provide for the development and implementation of the intermodal transportation systems of States and metropolitan areas. The transportation plans are updated periodically and have a minimum 20-year forecast period.

The MPOs and States also develop transportation improvement programs that include a priority list of all proposed FHWA- and FTA-funded strategies and projects to be carried out within a three-year period. The transportation improvement programs are updated at least once every two years.

MPOs are the federally-designated forum for transportation planning in urbanized areas of over 50,000 population. The MPOs, in cooperation with states, transit operators, and with input from the public, develop the metropolitan transportation improvement programs (TIP). TIPs include the FHWA- and FTA-funded projects within the boundaries of the metropolitan planning area. TIPs must also include a direct linkage to Federal air quality requirements in areas that do not meet Federal air quality standards. All projects in Federal sites located within metropolitan planning area boundaries that are funded by the FHWA or the FTA, including the FLHP, must be included in the metropolitan TIP.

The statewide transportation improvement program (STIP) includes all FHWA- and FTA-funded strategies and projects within the boundaries of the State. Metropolitan TIPs are included within the STIP, either by reference or by incorporation into the STIP. Each State must submit the STIP to the FHWA and the FTA for approval at least once every two years. The STIP must be financially constrained by year which means that funding sources for each project are identified. All projects in Federal sites located within the State that are funded by the FHWA and the FTA, including the FLHP, must be included in the STIP. In order to accomplish this, each FLMA develops a priority list of FLHP projects (FLHP TIP) for each appropriate State and MPO.

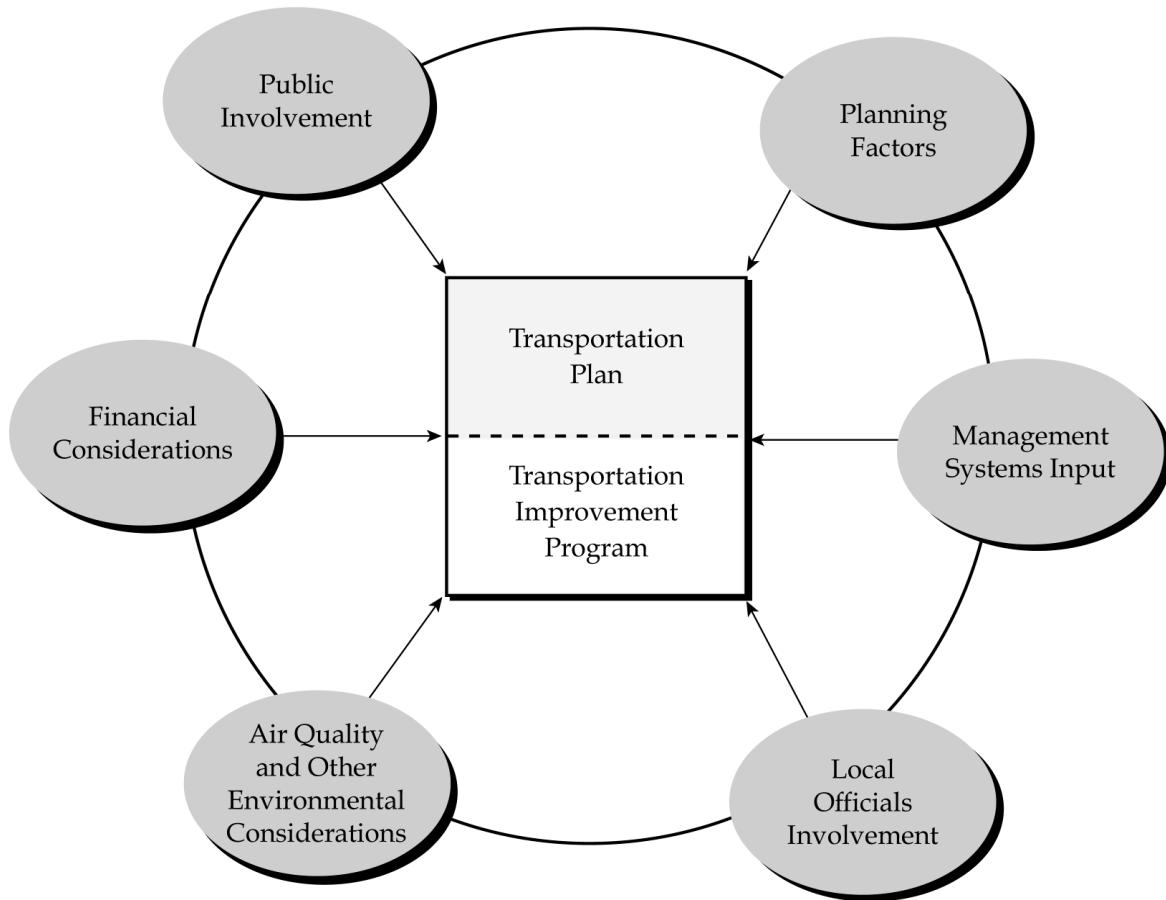
The FLH Division offices exercise the authority to approve FLHP TIPs developed by the FLMAs. After approval by the appropriate FLH Division office, the FLHP TIPs are then forwarded to the States and MPOs for inclusion into the STIP and metropolitan TIP. This assures that all FHWA- and FTA-funded projects and strategies are included in the statewide and metropolitan TIPs as required by Federal law, and also helps to ensure coordination between FLMAs, States and MPOs.

In the case where an FLMA is proposing a regionally significant project, the FLMA is required to coordinate the project with the State and/or MPO throughout the transportation planning process. A regionally significant project can be defined as a transportation project which serves regional transportation needs, and includes, at a minimum, projects on principal arterial highways and fixed guideway transit facilities. The project must also be included in the appropriate long-range metropolitan and statewide transportation plans, as well as listed individually in the appropriate TIPs and/or STIPs.

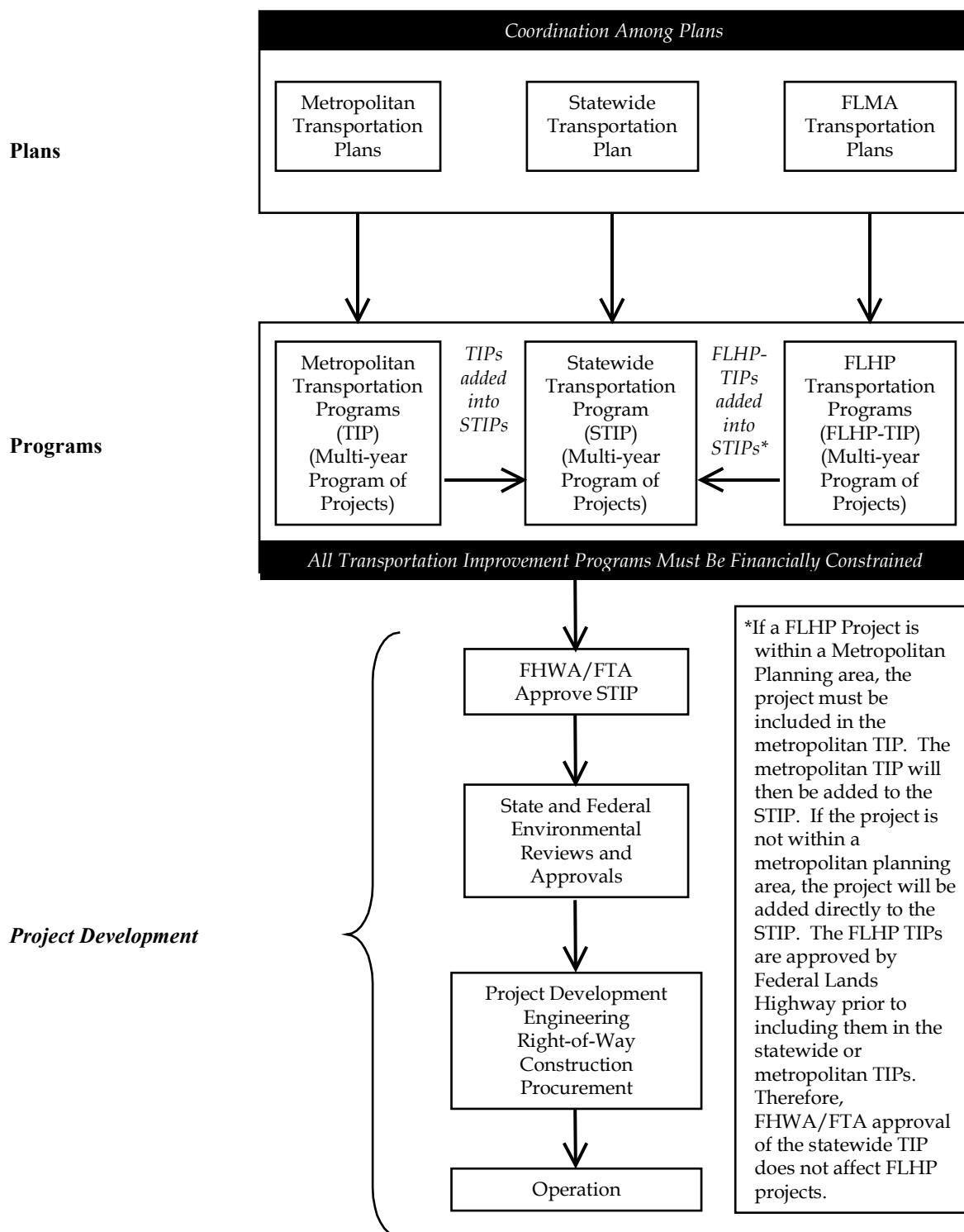
The FLMAs should participate in the statewide and metropolitan transportation planning process, and also encourage the states and MPOs to participate in their transportation planning processes. By coordinating transportation planning efforts, the State and local governments, and the FLMA will be better able to compete for limited transportation funds and to provide a seamless transportation system serving the needs of the traveling public.

Figure 1 describes the major components of the transportation planning process. Figure 2 represents an example of the flow of activities in the transportation planning and programming processes.

**Figure 1. Major Elements of the Transportation Planning Process**



**Figure 2. Typical Flow of the Planning, Programming, and Project Development Process**



## **FHWA and FTA Funding Options**

Table 1 provides an overview of the FHWA's FLHP. The FLHP funds are provided by the FHWA to the FLMAs for their use, but each program category has different requirements and restrictions. Table 2 provides an overview of other FHWA and FTA programs which have applicability to projects on Federal lands. The program funds in Table 2 are primarily provided to the States for distribution within their boundaries. To receive benefits from these funding programs, the FLMAs must partner with the States and/or other local governments, or transit operators. Therefore, the distinction between Table 1 and Table 2 is that FLHP funds are provided exclusively for FLMAs, while the other FHWA and FTA funding programs are broadly applied and FLMAs must compete with other non-FLMA organizations for these funds.

Under TEA-21 Congress guaranteed that a minimum level of funds would be made available for spending on transportation programs that are protected by budgetary "firewalls." Although Congress may through its annual appropriations actually reduce available funding below the guaranteed amount for any fiscal year, the firewalls prevent transportation programs from being reduced in order to increase spending for other Federal programs.

Authorizations contained in the TEA-21 for fiscal years 1998-2003 in excess of the guaranteed funding levels may be made available by Congress through the annual appropriations process, but such increases must be considered with and compete against all other domestic discretionary spending.

The programs are all funded by TEA-21 and information for each program can be found at the Fact Sheets and Funding Tables page of the TEA-21 web site, <http://www.fhwa.dot.gov/tea21/>. More detailed information on FTA programs can be found at the FTA web site at [www.fta.dot.gov](http://www.fta.dot.gov). In addition, information from the National Park Service Transportation Planning Guidebook was used to complete the tables. This document can be found at <http://www.nps.gov/transportation/alt/guidebook>.

**Table 1. Federal Lands Highway Program**

| Program                                     | Overview  | Authorized Funding                                       | Eligible Activities  | Fund Distribution  | Match                 | Comments   | Planning, Capital, O&M   |
|---|---|--|--|--|-----------------------|--|--|
| <b>FHWA</b>                                 |   |  |  |  |                       |  |  |
| <b>Federal Lands Highway Program (FLHP)</b> | The PRP program is the primary funding source provided by the U.S. DOT for the transportation network serving the National Park System. | 2000 \$165M<br>2001 \$165M<br>2002 \$165M<br>2003 \$165M | 1. PRP program funds may be used to fund transportation planning, research, engineering, and construction or reconstruction of any type of transportation project eligible for assistance under Title 23 that is within or adjacent to or provides access to the National Park System. These include, but are not limited to, roadway, bridge, transit, ITS, and pedestrian and bicycle facilities.<br><br>Park roads are public roads that are located within, or provide access to, an area in the National Park System with title and maintenance responsibilities vested in the United States; parkways are authorized by Congress on lands to which title is vested in the U.S.<br><br>The program is jointly administered by the FHWA and the NPS. | PRP program funds are distributed within the NPS in accordance with the 1983 FHWA/NPS inter-agency agreement, and the "FLHP, PRP Revised Funding Allocation and Project Prioritization Criteria" document. | Federal share is 100% | PRP program roadway and bridge improvement/replacement projects are primarily undertaken on park roads and parkways. PRP program roadway and bridge improvement/replacement projects, however, may be undertaken on other public roads, including State/locally owned and maintained roadways. | PRP program roadway and bridge improvement/replacement projects are primarily undertaken on park roads and parkways. PRP program roadway and bridge improvement/replacement projects, however, may be undertaken on other public roads, including State/locally owned and maintained roadways. |

**Table 1. Federal Lands Highway Program (continued)**

| Program                                     | Overview  | Authorized Funding   | Eligible Activities  | Fund Distribution  | Match | Comments               | Planning, Capital, O&M |
|---|---|--|--|--|-------|------------------------|------------------------|
| <b>FHWA</b>                                 |   |  |  |  |       |                        |                        |
| <b>Federal Lands Highway Program (FLHP)</b> | The FH program is the primary funding source provided by the U.S. DOT for the forest highway network serving the National Forest System. FH funds may be used to fund projects on designated Forest Highways. | 2000 \$162.4M<br>2001 \$162.4M<br>2002 \$162.4M<br>2003 \$162.4M | 1. FH program funds may be used to fund transportation planning, research, engineering, and construction or reconstruction of any type of transportation project eligible for assistance under Title 23 on Forest Highways. These include, but are not limited to, roadway, bridge, transit, and pedestrian and bicycle facilities.<br><br>Forest highways are public roads that provide access to or within the National Forest System. | FH funds are allocated to the Federal Lands Highway Division offices by FS region and by the state area for the states which contain national forest lands. Funds may be loaned and borrowed between states. |       | Federal share is 100%. | Planning Capital       |

**Table 1. Federal Lands Highway Program (continued)**

| Program                                     | Overview   | Authorized Funding   | Eligible Activities  | Fund Distribution   | Match                 | Comments  | Planning, Capital, O&M |
|---|--|--|--|---|-----------------------|---|------------------------|
| <b>FHWA</b>                                 |  |  |  |   |                       |   |                        |
| <b>Federal Lands Highway Program (FLHP)</b> |  |  |  |   |                       |   |                        |
| Public Lands                                | The PLH-D Program is a discretionary funding program within the PLH Program. 34% of the total (PLH-D) PLH funds are set aside for select discretionary projects. | 2000 \$83.6M<br>2001 \$83.6M<br>2002 \$83.6M<br>2003 \$83.6M | PLH - D program funds may be used to fund any type of transportation project eligible for assistance under Title 23. Projects include, but are not limited to reconstruction of existing roads, preliminary engineering and design, ITS, planning studies, safety and visitor center enhancements. | FHWA issues annual calls for PLH - D projects. States submit project applications to the FHWA. Projects are selected for PLH-D funding by the FHWA from those candidate projects submitted by the States. Funds for selected projects are provided directly to the State transportation departments. Through agreement with the State, FLMAs may directly receive the PLH-D funds from the FHWA if projects they submit through the State are selected for PLH-D funding. The projects are selected on the basis of need as determined by the FHWA. | Federal share is 100% | The PLH-D program may provide funds for projects on Federal lands; however, there is significant competition for the funds. Project applications must be submitted by the FLMAs to the State in which the project is located. | Planning Capital       |

**Table 1. Federal Lands Highway Program (continued)**

| Program                                     | Overview   | Authorized Funding                                       | Eligible Activities  | Fund Distribution  | Match              | Comments         | Planning, Capital, O&M |
|---|--|--|--|--|--------------------|------------------|------------------------|
| <b>FHWA</b>                                 |  |  |  |  |                    |                  |                        |
| <b>Federal Lands Highway Program (FLHP)</b> | The IRR program is the primary funding source provided by the U.S. DOT for the Indian Reservation Road system. IRR program funds may be used to fund projects on Indian reservation roads. | 2000 \$275M<br>2001 \$275M<br>2002 \$275M<br>2003 \$275M | 1. IRR program funds may be used to fund transportation planning, research, engineering, and construction or reconstruction of any type of transportation project eligible for assistance under Title 23 that provides access to or within Indian reservations, Indian lands, Indian communities, or Alaska native villages. These include, but are not limited, to roadway, bridge, transit, and pedestrian and bicycle facilities.<br><br>There is designated network of Indian Reservation roads. Approximately 50% of them are State and locally owned. The other 50% are BIA owned.<br><br>The program is jointly administered by the FHWA and the BIA. | A majority of the IRR funds are distributed to the 12 Bureau of Indian Affairs regions using a relative needs formula.<br><br>\$13 million of the amounts authorized are reserved for projects to replace, rehabilitate, seismically retrofit, paint, apply environmentally acceptable anti-icing or de-icing compositions, or install scour counter measures for deficient Indian reservation road bridges, including multiple-pipe culverts. | 100% Federal share | Planning Capital |                        |

**Table 1. Federal Lands Highway Program (continued)**

| Program                                     | Overview   | Authorized Funding                                   | Eligible Activities  | Fund Distribution   | Match              | Comments  | Planning, Capital, O&M |
|---|--|--|--|---|--------------------|---|------------------------|
| <b>FHWA</b>                                 |  |  |  |   |                    |   |                        |
| <b>Federal Lands Highway Program (FLHP)</b> |  |  |  |   |                    |   |                        |
| Refuge Roads (RR) Program                   | The RR program is the primary funding source provided by the U.S. DOT for the transportation network serving the National Wildlife Refuge System. RR funds may be used to fund projects on refuge roads. | 2000 \$20M<br>2001 \$20M<br>2002 \$20M<br>2003 \$20M | 1. RR program funds may be used for the maintenance and improvement of refuge roads and bridges.<br><br>2. RR program funds may be used for the maintenance and improvement of adjacent vehicular parking areas, provision for pedestrian and bicycles, and construction and reconstruction of roadside rest areas, including sanitary and water facilities that are located in and adjacent to wildlife refuges.<br><br>3. RR program funds may be used for administrative costs associated with these efforts. | Funds are distributed based upon needs. Projects are selected in coordination between the FHWA and the USFWS. | 100% Federal share | The RR program was a new FLHP category in TEA-21.<br><br>The program is jointly administered by the FHWA and the USFWS. | Planning Maintenance   |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects**

| Program                              | Overview  | Authorized Funding   | Eligible Activities  | Fund Distribution  | Match  | Comments   | Planning, Capital, O&M       |
|--------------------------------------|---|--|--|--|--|--|------------------------------|
| <b>FHWA</b>                          |   |  |  |  |  |  |                              |
| Surface Transportation Program (STP) | The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway (FAH). STP funds are provided to State departments of transportation. | 2000 \$5,592M<br>2001 \$5,703M<br>2002 \$5,795M<br>2003 \$5,905M | STP funds may be used for the following activities:<br>1. Highway projects on the Federal-aid Highway system, including rural arterials, rural major collectors, urban arterials, urban collectors; bridge projects on all public roads; transit capital projects; and public bus terminals and facilities.<br>Transportation Enhancements is a subcategory of the STP program. 10% of the STP program funding is set aside for Transportation Enhancement activities. 10% of the STP program funding is set aside for safety programs funding elimination of hazards of railway-highway crossings and other hazardous locations on any public road. | STP funds are distributed to the States using the following formula:<br>25% based on total lane miles of FAH in the state as a % of total FAH lane miles in the U.S.<br>40% based on total VMT on lanes of FAH in the state as a % of total VMT on FAH in the US.<br>2. Programs to reduce extreme cold starts.<br>3. Environmental restoration and pollution abatement projects.<br>4. Natural habitat mitigation.<br>5. Modifications of existing public sidewalks to comply with the Americans with Disabilities Act. | STP projects are funded with an 80% Federal share and with a required 20% non-Federal share. When STP funds are used for Interstate projects, the Federal share can reach 90%. For certain projects that cross Federal lands, the Federal share can be 100%. | The ability to use FLHP and FLMA appropriated funds as provides opportunities to build strong partnerships between the FLMAs and state/local governments. Project funding is very competitive. | Planning Capital Maintenance |

- 7. Certain bicycle, pedestrian, and parking facility projects.
- 8. Certain other transportation-related projects.

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects (continued)**

| Program                                  | Overview  | Authorized Funding                                 | Eligible Activities  | Fund Distribution   | Match   | Comments   | Planning, Capital, O&M |
|--|---|--|--|---|---|--|------------------------|
| <b>FHWA</b>                              |   |  |  |   |   |  |                        |
| Transportation Enhancements (TE) Program | TE activities are transportation-related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. TE program funds are provided to State departments of transportation. | 10% of STP set-asides plus other mandated projects | <p>TE activities must relate to surface transportation. Activities include, but are not limited to:</p> <ol style="list-style-type: none"> <li>1. Provision of safety and educational activities for pedestrians and bicyclists.</li> <li>2. Scenic or historic highway programs (including provision of tourist and welcome centers).</li> <li>3. Establishment of transportation museums.</li> <li>4. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.</li> <li>5. Archeological planning and research.</li> <li>6. Landscaping and other scenic beautification, historic preservation, rehabilitation, and operation of historic transportation buildings, structures, or facilities.</li> </ol> | <p>TE funds are administered through a process established by each State. Funds are typically programmed through the FHHP and FIMTA metropolitan transportation planning process.</p> | <p>TE activities are funded with an 80% Federal share and a required 20% non-Federal share.</p> <p>Project funding is appropriated funds may be used as the non-Federal share for TE funded activities.</p> | <p>Because of the aesthetic and environmental emphasis of the program, FLMAs, in partnership with State and/or local governments, often have projects that qualify for TE funds.</p> | Capital                |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects (continued)**

| Program  | Overview   | Authorized Funding   | Eligible Activities  | Fund Distribution  | Match   | Comments   | Planning, Capital, O&M   |
|--|--|--|--|--|---|--|--|
| <b>FHWA</b>  |  |  |  |  |   |  |  |
| Congestion Mitigation & Air Quality Improvement (CMAQ) Program | The CMAQ program funds projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter ( $PM_{10}$ ) which reduce transportation-related emissions. | 2000 \$1,358M<br>2001 \$1,385M<br>2002 \$1,407M<br>2003 \$1,434M | Projects include, but are not limited to: public transit investments, ITS projects, and non-motorized transportation projects such as the development of bicycle and pedestrian trails. Other eligible projects are extreme low-temperature cold start programs and Magnetic Levitation Transportation Technology Deployment projects. | Funds are distributed to States based on population and severity of pollution with weighting factors for ozone and CO maintenance areas, CO non-attainment areas, and ozone submarginal areas. TCA-21 expands funding to $PM_{10}$ non-attainment and maintenance areas and areas designated as non-attainment under the revised 1997 air quality standards. | CMAQ projects are funded with an 80% Federal share and a required 20% non-Federal share. For projects that cross Federal lands, the Federal share can reach 100%. | The CMAQ program has limited applicability to Federal lands because of the air quality standards requirements, although many major parks such as the Great Smokies and Acadia have air quality problems. The CMAQ program is a good potential source for urban area sites but funding is very competitive. | The CMAQ program has limited applicability to Federal lands because of the air quality standards requirements, although many major parks such as the Great Smokies and Acadia have air quality problems. The CMAQ program is a good potential source for urban area sites but funding is very competitive. |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects  
(continued)**

| Program                              | Overview   | Authorized Funding   | Eligible Activities   | Fund Distribution   | Match   | Comments   | Planning, Capital, O&M  |
|--------------------------------------|--|--|---|---|---|--|---|
| <b>FHWA</b>                          |  |  |   |   |   |  |   |
| National Scenic Byways (NSB) Program | The NSB Program provides for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities as All-American Roads (AAR) or National Scenic Byways (NSB). The program also provides discretionary grants for scenic byways projects on an AAR, an NSB, or a State-designated scenic byway for planning, designing, and developing State scenic byway programs. | 2000 \$24.5M<br>2001 \$24.5M<br>2002 \$25.5M<br>2003 \$26.5M | National Scenic Byways Program eligible activities include:<br><br>1. Activities related to the planning, design, or development of a State scenic byways program.<br>2. Development and implementation of a corridor management plan.<br>3. Safety improvements.<br>4. Construction of facilities for pedestrian and bicyclists.<br>5. Improvements enhancing access for the purpose of recreation.<br>6. Protection of resources adjacent to a scenic byway.<br>7. Development and provision of tourist information.<br>The FHWA administers the NSB program. | FHWA issues periodic calls for NSB projects. States submit grant applications to the FHWA. Projects are selected for NSB funding by the FHWA from those candidate projects submitted by the States. Funds for selected projects are provided directly to the State transportation departments. Through agreement with the State, FLMAs may directly receive the NSB funds from the FHWA if applications they submit through the State are selected for NSB funding. | National Scenic Byways projects are funded with an 80% Federal share and require a 20% non-Federal share. FLMAs can provide the non-Federal share for projects on Federal or Indian lands using FLHP and/or FLMA appropriated funds | There are a number of NSB and AAR that provide access to or within FLMAs sites including the Blue Ridge Parkway, the Natchez Trace Parkway, and the Death Valley Scenic Byway. | Grant applications must be submitted by the FLMAs to the State in which the project is located. Funding is limited and competitive. |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects  
(continued)**

| Program                             | Overview  | Authorized Funding   | Eligible Activities  | Fund Distribution  | Match   | Comments   | Planning, Capital, O&M |
|-------------------------------------|---|--|--|--|---|--|------------------------|
| <b>FHWA</b>                         |   |  |  |  |   |  |                        |
| Interstate Maintenance Program (IM) | The IM program provides funding for improving most routes of the Interstate System. IM program funds are provided to State departments of transportation. | 2000 \$3995M<br>2001 \$4073M<br>2002 \$4140M<br>2003 \$4218M | IM funds may be used for resurfacing, restoring, rehabilitating, and reconstructing (4R) routes on the Interstate System. Secretarial agreement is required for use on toll roads. The addition of Single Occupancy Vehicle lanes is not eligible. Up to 50% of appropriations may be transferred to NHS, STP, CMAQ, and/or bridge programs. | IM funds are distributed to the States using the following formula:<br>33.3% based on total Interstate lane miles in state as a percentage of lane miles in all states.<br>33.3% based on total Vehicle Miles Traveled (VMT) on Interstates (VMT) in each state as percent of VMT in all states.<br>33.3% based on each state's contribution to Highway Account of Highway Trust Fund (HTF) attributable to commercial vehicles as percent of total contributions by all states. | IM projects are funded with a 90% Federal share and a required 10% non-Federal share in most cases. | IM/funds are generally not applicable for FLMA projects, unless an Interstate is within an FLMA site. FLMAs must partner with State or local governments to obtain funding. Funding is limited with competitive. | Capital                |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects  
(continued)**

| Program                               | Overview  | Authorized Funding   | Eligible Activities   | Fund Distribution  | Match   | Comments   | Planning, Capital, O&M |
|---------------------------------------|---|--|---|--|---|--|------------------------|
| <b>FHWA</b>                           |   |  |   |  |   |  |                        |
| National Highway System Program (NHS) | The NHS program funds improvements to rural and urban roads that are part of the NHS, including the Interstate system and connections to intermodal terminals. NHS program funds may be used for transit improvements in NHS corridors under certain circumstances. | 2000 \$4793M<br>2001 \$4888M<br>2002 \$4968M<br>2003 \$5061M | In addition to roadway and transit improvements, the following activities are eligible for NHS program funding:<br>1. Natural habitat mitigation.<br>2. Publicly owned bus terminals.<br>3. Intelligent Transportation System capital improvements. | NHS funds are distributed to the States using the following formula:<br>25% based on total lane miles of principal arterials (excluding the Interstate System) in each State as a percent of total such principal arterial lane miles in all States.<br>35% based on total vehicle miles traveled (VMT) on lanes of principal arterials (excluding the Interstate System) in each State as a percent of total VMT on lanes of such principal arterials in all States.<br>Up to 50% of the NHS program funds may be transferred to IM, STP, CMAQ, and/or Bridge programs.<br>Up to 100% of the NHS program funds may be transferred to STP. | NHS projects are funded with an 80% Federal share and a required 20% non-Federal share in most cases.<br>FHHP and ELMA appropriated funds may be used as the non-Federal share on NHS projects. | NHS funds have limited applicability for FLMA projects, unless a road that is part of the NHS is within an FLMA site or is owned by an FLMA. FLMAs must partner with State or local governments to obtain funding. Funding is limited and competitive. | Planning Capital       |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects (continued)**

| Program                     | Overview   | Authorized Funding                                   | Eligible Activities   | Fund Distribution  | Match  | Comments   | Planning, Capital, O&M                 |
|-----------------------------|--|--|---|--|--|--|--|
| <b>FHWA</b>                 |  |  |   |  |  |  |  |
| Recreational Trails Program | The Recreational Trails program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. | 2000 \$50M<br>2001 \$50M<br>2002 \$50M<br>2003 \$50M | Recreational Trails program eligible activities include:<br><br>1. Maintenance, restoration and construction of existing and new recreational trails (with restrictions on new trails on Federal land).<br>2. Development and rehabilitation of trailside and trailhead facilities, and trail linkages.<br><br>3. Purchase and lease of recreational trail construction and maintenance equipment.<br>4. Acquisition of easements or property for recreational trails or recreational trail corridors.<br>5. State administrative costs related to program administration (up to 7%). | Recreational Trails program funds are apportioned to the States by formula – 50% equally among all eligible States and 50% in proportion to the amount of off-road recreational fuel use (snowmobiles, all-terrain vehicles, off-road motorcycles, off-road light trucks). | Generally, recreational trails projects are funded with an 80% Federal share and a 20% non-Federal share. If a Federal agency sponsors a project, it may provide additional Federal funds up to a total Federal share of 95%. FLMA appropriated funds may be used to provide the additional Federal funds. | Recreational Trails Program funds are applicable to FLMA recreational trails projects. FLMAS must partner with State or local governments to obtain funding. Funding is limited and competitive. | Planning Trails<br>Capital Maintenance |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects  
(continued)**

| Program                                   | Overview  | Authorized Funding   | Eligible Projects  | Fund Distribution   | Match  | Comments   | Planning, Capital, O&M |
|---|---|--|--|---|--|--|------------------------|
| <b>FTA</b>                                |   |  |  |   |  |  |                        |
| Urbanized Area Formula Grants (Sec. 5307) | This program provides transit capital and planning assistance to urbanized areas with populations greater than 50,000. Operating assistance is also available to areas under 200,000. | <b>Authorized:</b><br>2000 \$2,923M<br>2001 \$3,147M<br>2002 \$3,371M<br>2003 \$3,596M<br><br><b>Guaranteed:</b><br>2000 \$2,773M<br>2001 \$2,997M<br>2002 \$3,221M<br>2003 \$3,446M | Section 5307 funds may be used for: Capital transit investments of land, technology, engineering, design, etc., for constructing or improving mass transit infrastructure and operations.<br><br>Transit operating assistance to cover costs incurred in operating a transit program, including preventive maintenance for urbanized areas of over 200,000 population and operating and maintenance funds for urbanized areas of under 200,000 population. | Funds are allocated to areas with less than 200,000 based on population and population density. Funds are allocated to designated recipients in areas with more than 200,000 based on population, population density, and transit data. Designated recipients are public bodies that have the legal authority to receive and disperse Federal funds. The program provides operating assistance only to urbanized areas with a population less than 200,000. 1% is set aside for transit enhancement projects in urbanized areas with more than 200,000. Capital expenses definition includes preventive maintenance for areas over 200,000. | Typically 80% Federal share with required 20% non-Federal share. 90% Federal share with required 10% non-Federal match for cost of vehicle-related equipment to comply with the Clean Air Act. | Most applicable to Federal lands located in urbanized areas under 200,000 such as national monuments and national historic parks and sites. Must coordinate with the designated recipient. | Planning capital       |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects (continued)**

| Program   | Overview  | Guaranteed Funding   | Eligible Projects  | Fund Distribution   | Match  | Comments   | Planning, Capital, O&M |
|---|---|--|--|---|--|--|------------------------|
| <b>FTA</b>                                      |   |  |  |   |  |  |                        |
| Capital Investment Grants and Loans (Sec. 5309) | This program (formerly Discretionary Grants) provides transit capital assistance for new fixed guideway systems and extensions to existing systems (new starts), fixed guideway modernization and bus and bus-related facilities. | 2000 \$2,501M<br>2001 \$2,646M<br>2002 \$2,841M<br>2003 \$3,036M | New starts include fixed guideway systems, and the development of transit corridors and markets to support eventual construction of fixed guideway systems. Fixed guideway modernization is applied to maintain existing rail, trolley-bus, aerial tramway, inclined plane, cable car, people movers, ferryboats, motor bus operations, and high-occupancy vehicle lanes. Bus expenditures are available for new bus fleets and service expansion and other related facilities and services. | Funds are distributed as follows: 40% to fixed guideway modernization, 40% to new starts, 20% to buses. New starts and bus funds are discretionary. Fixed guideway modernization formula apportionment uses systemwide mileage based on data used to apportion the funding in FY 1998. At least 5.5% of the bus portion must go to non-urbanized areas. | Typically 80% Federal share with required 20% non-Federal share. 90% Federal share with required 10% non-Federal match for cost of vehicle-related equipment to comply with the Clean Air Act Amendments or Americans with Disabilities Act. | Section 5309 may be applicable to Federal lands trying to expand transit service and shuttle bus fleets. Section 5309 is not a likely source of funding for most FLMAs, due to competing needs of recipients. The best opportunities for FLMAs are from modification or extension of existing urban or rural transit routes. | Capital                |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects  
(continued)**

| Program                           | Overview   | Authorized Funding                                       | Eligible Projects  | Fund Distribution  | Match  | Comments  | Planning, Capital, O&M   |
|-----------------------------------|--|--|--|--|--|---|--|
| <b>FTA</b>                        |  |  |  |  |  |   |  |
| Clean Fuels Formula Grant Program | This program assists transit operators in the purchase of low-emissions buses and related equipment, construction of alternative-fuel fueling facilities, modification of garage facilities to accommodate clean-fuel vehicles, and assist in the utilization of biodiesel fuel. | 2000 \$200M<br>2001 \$200M<br>2002 \$200M<br>2003 \$200M | Eligible projects include purchase of clear-fuel buses, construction, modification and/or leasing of associated facilities, and repowering or retrofitting of existing buses. Eligible technologies include compressed natural gas, liquefied natural gas, biodiesel fuel, battery, alcohol-based fuel, hybrid electric, fuel cell or other zero emissions technology. | The program provides funding only to grantees that apply, using a formula based on population, fleet size, bus passenger miles, and severity of air quality non-attainment. Establishes a cap on grants to any one recipient of \$15 million for areas with less than 1 million and \$25 million for areas of 1 million or more. | 80% Federal share with required 20% state/local match. | No funds were appropriated for FY 1999 or 2000. | A potential source of Capital funding for small Federal lands projects involving shuttle buses. Relatively small total funding budget is primary constraint, so funding of major projects is unlikely. |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects  
(continued)**

| Program  | Overview   | Authorized Funding  | Eligible Projects   | Fund Distribution  | Match  | Planning, Capital, O&M  |  |
|--|--|---|---|--|--|---|--|
|  |  |   |   |  |  |   |  |
| <b>FTA</b>   |  |   |   |  |  |   |  |
| Formula Program for Other than Urbanized Areas (Sec. 5311)                                     | This program provides transit capital and operating assistance, through the states, to non-urbanized areas (less than 50,000 population). Primarily used to fund transit authorities in rural areas. | <b>Authorized and Guaranteed:</b><br>2000 \$193.6M<br>2001 \$209.3M<br>2002 \$224.9M<br>2003 \$240.6M | Eligible grant recipients include public and private non-profit organizations. Capital and operating costs of public transit service in rural and small urban areas. Support for rural intercity bus services is also eligible. | Funding is allocated to states by a formula based on non-urbanized population. States are responsible for distributing funds equitably within the state. | 80% Federal share and 20% non-Federal share for capital and project administration. 50% Federal share for operating costs and 90% Federal share for incremental costs of complying with Clean Air Act Amendments or Americans with Disabilities Act.           | Grants are made by the state to local or regional public and private non-profit agencies for rural transit service. Coordination with gateway communities is essential. Most large FLMA's are in non-urbanized areas. Partnerships between FLMA sites and transit agencies have been successful in establishing service to FLMA sites, including Hot Springs and Great Smoky Mountains National Parks. Funding is limited, however. | Planning (limited), capital, operating |
| Formula Grants and Loans for Elderly Individuals and Individuals with Disabilities (Sec. 5310) | This program provides transit capital assistance, through the states, to organizations that provide specialized transportation services to elderly persons and to persons with disabilities.         | <b>Authorized and Guaranteed:</b><br>2000 \$72.9M<br>2001 \$78.9M<br>2002 \$84.7M<br>2003 \$90.7M     | Eligible expenses include vehicle acquisitions, purchased services and administrative support.  | Funding is allocated to states by a formula based on elderly and disabled populations.   | Typically 80% Federal share for capital and purchased services with required 20% non-Federal share. 90% Federal share with required 10% non-Federal match for incremental costs of complying with Clean Air Act Amendments or Americans with Disabilities Act. | Not a likely source of funding, but to the extent that sites attract elderly travel groups, this program could be applicable.   | Capital maintenance                    |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects (continued)**

| Program                               | Overview   | Authorized Funding   | Eligible Projects   | Fund Distribution   | Match  | Comments  | Planning, Capital, O&M |
|---------------------------------------|--|--|---|---|--|---|------------------------|
| <b>FTA</b>                            |  |  |   |   |  |   |                        |
| Job Access and Reverse Commute Grants | This program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. | <b>Authorized:</b><br>2000 \$150M<br>2001 \$150M<br>2002 \$150M<br>2003 \$150M | <b>Guaranteed:</b><br>2000 \$75M<br>2001 \$100M<br>2002 \$125M<br>2003 \$150M | Grant awards are based on:<br><br>1. The % of population that are welfare recipients.<br><br>2. The need for additional services.<br><br>3. Coordination with and the use of existing transportation providers.<br><br>4. Coordination with state welfare agencies implementing the TANF program.<br><br>5. Use of innovative approaches. | 50% Federal share with 50% required non-Federal match. | This program is probably not applicable for most FLMAs, though as an employer, FLMAs could be a participant in a local project.<br><br>Some FLMAs sites have identified ATS as a means of addressing labor shortages caused by isolation from population centers. | Planning capital       |

**Table 2. FHWA and FTA Programs with Potential for Funding Federal Lands Projects  
(continued)**

| Program  | Overview  | Authorized Funding   | Eligible Projects  | Fund Distribution                                 | Match   | Comments                | Planning, Capital, O&M |
|--|---|--|--|---|---|-------------------------|------------------------|
| <b>FTA</b>   |   |  |  |   |   |                         |                        |
| Rural Transportation Accessibility Incentive Program | This new program will assist in financing the incremental capital and training costs associated with implementing DOT's Final Rule on accessibility requirements for Over-The-Road-Buses (OTRB) | 2000 \$3.7M<br>2001 \$4.7M<br>2002 \$6.95M<br>2003 \$6.95M | Eligible expenditures include capital costs associated with making OTRBs wheelchair accessible and training. | Grants awarded in a competitive process based on: | 50% Federal share with 50% required non-Federal match, except in FY 2000, the Federal share is 90% for intercity fixed route providers. | Probably not applicable | Capital                |